

June 18th, 2008

To: UDC

From: Miriam Levinson

543 Chatham Terrace

Madison WI 53711

As I stated at the last UDC meeting, I oppose the location of the parking garage entrance for the Phase II building of Sequoia Commons. I feel from a neighborhood ~~safety~~ - pedestrian-bike safety aspect, re-routing ^{out to Caromac} the extra traffic generated by this project will only be a negative for ~~this project and our~~ neighborhood.

Sincerely,

Miriam L. Levinson

Kurt and Nancy Kaczmarek
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Madison, WI 53711
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City of Madison
Urban Design Commission
Design Commission Staffperson
Madison, WI 53701

re: Midvale Plaza

June 17, 2008

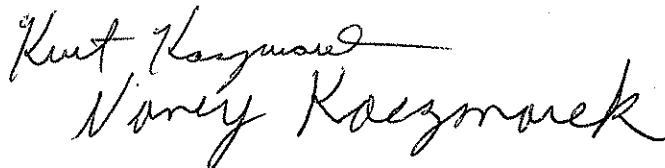
Dear Staffperson,

We are writing to express our concern with the proposed modifications to the Midvale Plaza / Sequoya Commons Phase II plans. Of particular concern are the provisions for placement of additional access on Caromar drive and the reconfiguration of setbacks and stepping back for the apartment units.

Caromar Access: (1) **Volume**—The recent traffic study on S. Owen Drive is misleading, being conducted after the end of the Queen of Peace School year. The numbers need to be adjusted for this. (2) **Speed**—Even with the new speed humps (which have been helpful) the lack of a hump near Owen-Gately makes this region risky for pedestrians. Additional traffic is most undesirable. (3) **Parking**—Construction, with a large number of parked vehicles on S Owen near Caromar, has made visibility from our driveway poor. The extra volume will only compound the hazard. **Summary**—The volume and nature of traffic (mostly non-neighborhood, non-stakeholder) argues for the Midvale exit. The developer needs to make whatever modifications are necessary to make this work safely. Economics are not an excuse—**this is the owner-developer's problem, not the neighborhood's**, and should have been resolved before the plans ever gained initial approval.

Setbacks and step-backs: Adequate setbacks, and step-backs for upper stories, were a key selling point for the project from the initial stages of planning. I was almost convinced of the aesthetics looking from my backyard, even though unsupportive of the overall scale. Now—**Bait and Switch**—the developer wants to change to an ugly box style with no step-back, ostensibly for economic reasons. Again, the City and neighborhood are not responsible for the owner-developer's bottom line. If the project cannot be executed with the agreed-upon aesthetics then it should be suitably modified to survive the rigors of full review—not eleventh-hour desperation. The Common Council upon approval of the PUD intended MP/SC to be an example of how the Comprehensive Plan would be executed—now UDC should insist that it is done correctly.

Respectfully,



cc: Ald. Gruber

To: Urban Design Commission
Date: June 18, 2008

I am very concerned about having the entrance to the parking for Phase II of Sequoya Commons be located on Caromar. Indeed, when the developer was meeting with neighbors regarding this project, one of the biggest concerns was traffic near Midvale Elementary School and residential areas of Westmorland. I believed this was taken care of when the developer told neighbors and the Planning Commission that the entrance to the parking would be on Midvale. Now I understand that Phase II includes the entrance on Caromar. Because Phase II includes 100 apartments, **this will create significant amounts of traffic** (coming both from the north and south on Caromar) **on a street which is heavily used by children and their families.**

I am very concerned about the safety of children and families as they walk and bike to school (these would also be peak hours for apartment residents, placing 40-60 more cars on Caromar at the same time children are going to school) and to the library and commercial establishments in Sequoya Commons. There have been many incidents lately of students/teachers being hit by cars as they walk to school. One teacher died last year from being struck by a car as she walked from Cherokee Middle School. **Please do not put our children at risk!! I ask the Design Commission not to approve this entrance.**

Thank you for your time.

Kristin Davis
525 Clifden Drive

we have lived at
4313 S Owen Dr 21 years
and had no trouble parking
until this year